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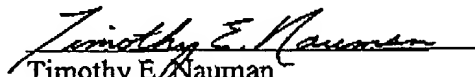
**REMARKS**

Applicants' representative would like to thank the Examiner for the courtesies extended to Mr. Fisk and the undersigned in the interview conducted at the U.S. Patent and Trademark Office on November 05, 2002. As noted in the Interview Summary, and by way of this response, the pending claims were reviewed in light of the prior art rejection. Agreement was reached with regard to the proposed amendments. Accordingly, since the present Amendment merely cancels claims, adopts the Examiner's suggestions, removes issues from appeal, and presents the claims in a form as interviewed with the Examiner, only a cursory review is required by the Examiner. The claims as amended do not raise any issues with regard to new matter, do not present new issues requiring further search or consideration, and/or place the application in better condition for appeal. Accordingly, the Amendment should be entered and the application forwarded to issuance.

All formal and informal matters having been addressed, this application is in condition for allowance. Early notice to that effect is solicited.

Respectfully submitted,

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**Exhibit A**  
**U.S. Serial No. 09/808,524; filed 03/14/2001**  
**Attorney Docket No.: CSA 2 0114**

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Please amend claims 1, 11-16, and 22 as follows:

1. (Twice Amended) A weatherseal assembly comprising:  
[self-tapping fastening peg for securing a weatherseal to a vehicle body structure,  
the] a weatherseal having a base region defined by a surface adapted to sealingly engage [the] an  
associated vehicle body structure, and a first cavity defined by a rib spaced a first dimension  
from the surface, and a bulbous seal portion[, the];  
a fastening peg [comprising:] having a self-piercing end adapted to pierce the  
surface of an associated weatherseal;  
a helical flange substantially circumscribing the nose;  
a shoulder axially spaced from the flange a dimension greater than the dimension  
of the weatherseal whereby the flange and shoulder are disposed on opposite faces of the surface  
to engage the fastening peg to the weatherseal without compressing the surface; and  
a locking assembly disposed adjacent the shoulder and adapted to secure the  
fastening peg to an associated vehicle body structure.

11. (Amended) In combination,  
an elastomeric weatherseal; and  
a [A] molded plastic fastening peg adapted to form an opening in [an] the elastomeric  
weatherseal and secure the weatherseal to a vehicle, the fastening peg [comprising]:  
a nose portion at a first end terminating in a piercing conical point;  
a flange spaced axially from the conical point and including a leading portion that  
extends axially from adjacent the nose portion;  
a circumferentially continuous shoulder axially spaced from the flange; and  
a locking assembly spaced on an axial opposite side of the shoulder from the  
flange.

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12. (Amended) The [fastening peg] combination of claim 11 wherein the leading portion of the fastening peg flange radially, axially, and circumferentially merges into the nose portion.

13. (Amended) The [fastening peg] combination of claim 12 wherein the leading portion of the fastening peg flange merges into the nose portion at a region axially spaced from the conical point.

14. (Amended) The [fastening peg] combination of claim 11 wherein the locking assembly of the fastening peg includes first and second flexible arms extending radially outward.

15. (Amended) The [fastening peg] combination of claim 11 further comprising a base on the fastening peg configured for handling by automated machinery.

16. (Twice Amended) A method of attaching a weatherseal to a vehicle comprising the steps of:

providing a fastening peg having enlarged first and second flanges spaced apart by a first dimension;

piercing the weatherseal with the fastening peg to form an opening in the weatherseal of a diameter less than the first and second flanges; [and]

partially advancing the fastening peg through a second dimension less than the first dimension whereby the first flange passes through the weatherseal opening and the second flange does not pass through the weatherseal opening; and

wherein the advancing step includes rotating the fastening peg at a first rotational velocity to form the opening in the weatherseal, and subsequently rotating the fastening peg at a slower, second rotational velocity to advance a portion of the fastening peg into a first cavity of the weatherseal.

22. (Amended) The method of claim [21] 16 wherein the [rotating] advancing step is terminated after the first flange has advanced through the weatherseal opening.